Welcome to the Virginia Department of Transportation’s (VDOT) public information meeting on concepts being studied to assess potential safety and operational improvements for three miles of Route 50 (Arlington Boulevard) between Jaguar Trail and Wilson Boulevard (Route 613). The concepts being studied include potential “Innovative Intersections” and improved traffic signal timing/operations, turn lane improvements, turn restrictions, access management and pedestrian enhancements.

This meeting is being held to provide an opportunity for residents and organizations to give VDOT comments and/or suggestions on the study. A second public information meeting to present potential recommendations will be held near the end of the study, which is set for completion in spring 2020.

VDOT representatives are here to discuss the concepts being studied and answer your questions. Residents and travelers of the corridor in the study area are asked to take a short online survey that is now available for responses at www.virginiadot.org/route50fallschurchstudy.

All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website.

Study at a Glance

**Purpose:** Assess potential safety and operational enhancements for drivers and pedestrians.

**Lengths and Limits:** Three miles of Route 50 (Arlington Blvd) between Jaguar Trail and Wilson Boulevard (Route 613).

**Phase:** Study

**Begin Date:** June 2019

**Completion Date:** Spring 2020

**Cost:** $280,000
### Study Overview

This study is assessing potential safety and operational improvements for three miles of Route 50 (Arlington Boulevard) between Jaguar Trail and Wilson Boulevard (Route 613).

Currently, this segment of Route 50 experiences severe congestion in the morning and evening peak periods.

The concepts studied will be developed based on public input and may include:

- Improved traffic signal timing and operations
- Turn lane improvements
- Turn restrictions
- Access management
- Pedestrian enhancements
- “Innovative Intersections”

### Environmental Review

Potential environmental impacts will not be included as part of this study. When the operational concepts are finalized and carried forward into a future project design development, VDOT will coordinate with the appropriate federal, state and local agencies as part of the environmental review and approval process.

### Right of Way

Preliminary study concepts presented on the displays are conceptual and may change as the study and concepts are refined. Property owners would be informed of the exact location of any easements during the right of way acquisition process and prior to construction if projects should be developed as a result of this study.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: Guide for Property Owners and Tenants.” Copies of this brochure are also available online at: [www.virginiadot.org/business/row-default.asp](http://www.virginiadot.org/business/row-default.asp).

### Get Involved

VDOT will review and evaluate any information received as a result of the public information meeting. The comment sheet and brochure is provided to assist in making your comments. You may leave the sheet or any other written comments in the comment box, or mail your comments.

Residents and drivers of the corridor in the study area are asked to take a short online survey that is now available for responses at [www.virginiadot.org/route50fallschurchofstudy](http://www.virginiadot.org/route50fallschurchofstudy).

Comments must be postmarked or delivered to VDOT by **October 31, 2019**. A second public information meeting to present potential recommendations will be held near the end of the study, which is scheduled for completion in spring 2020. Look for details on the study website.

All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website. Study information shared here, including a summary of comments received during the comment period will be available on the website mentioned above.

### Contact Information

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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): ____________________________________________

Address (optional): _________________________________________

Email (optional): ____________________________________________

1. What are your major concerns that you would like to see incorporated into this study?

2. Please provide us with any additional information or suggestions that will assist VDOT in developing the final concepts of this study.

3. How did you hear about this meeting?

   _____ Newspaper       _____ Social Media    _____ Website       Other ____________________________

Please leave this comment sheet at the designated location, or mail your comments (postmarked by Oct. 31, 2019) to the addressee on the reverse side.
Postal Service will not deliver without a stamp

Virginia Department of Transportation
Northern Virginia District
Mr. Bobby Mangalath, P.E.
4975 Alliance Drive
Fairfax, VA 22030
ROUTE 50 STARS SAFETY AND OPERATIONAL IMPROVEMENTS STUDY (FALLS CHURCH, FAIRFAX COUNTY)
A Study undertaken as part of VDOT’s Strategically Targeted and Affordable Roadway Solutions (STARS) Program

Allison Richter, VDOT, Northern Virginia District
Terrell Hughes, VDOT, Central Office, Transportation and Mobility Planning Division
Warren Hughes, ATCS, P.L.C., (Consultant to VDOT)
Presentation Outline

1. Introductions
2. Meeting Objectives
3. VDOT Strategically Targeted and Affordable Roadways Solutions (STARS) Program
4. Route 50 STARS Safety And Operational Improvements Study –
   1. Overview
   2. Existing Traffic and Safety Conditions
   3. Potential Improvements
5. Next Steps and Concluding Comments
2. Objectives for this Public Information Meeting

• Inform the public about this STARS study
• Present preliminary information on safety and traffic conditions within the Route 50 study area
• Solicit input from the public on existing safety and traffic issues
• Gather ideas to enhance safety and reduce congestion in the corridor

Your participation and feedback is essential to developing a solution that works for all!
3. BACKGROUND ON VDOT’S STARS PROGRAM

Terrell Hughes, VDOT, Central Office, Transportation Mobility Planning Division
STARS is an Acronym for Strategically Targeted and Affordable Roadways Solutions

STARS is a program that was originally implemented by VDOT in 2006 and has been continually refined to address safety and operational issues
What is the STARS program?

Program to develop solutions to reduce crashes and congestion bottlenecks using a data-driven approach.

- Crash hotspots
- Speed data
- Traffic Count data

Use this information together to identify corridors with safety and congestion challenges.

Overall goal of STARS is to develop solutions that can be funded and implemented.
STARS Program Goals

• Develop comprehensive, innovative transportation alternatives to relieve congestion bottlenecks and solve critical safety challenges
• Involve planners, traffic engineers, safety engineers, roadway designers, and local stakeholders
Recent STARS Efforts Near the Study Area

- Route 50 (Lee Jackson Memorial Highway) Study (Ongoing)
- Route 28 and Dulles Toll Road/Dulles Greenway Study (Ongoing)
- Fairfax County Parkway and Franconia- Springfield Parkway (Funded)
- Dolley Madison Boulevard (Route 123) at Great Falls Street
- Sully Road (Route 28) at Braddock Road/ Walney Road
4. ROUTE 50 STARS SAFETY AND OPERATIONAL IMPROVEMENTS STUDY

Warren E. Hughes, PE, ATCS, P.L.C. (Consultant to VDOT)
Study Area

Arlington Boulevard (Route 50) between Jaguar Trail and the Wilson Boulevard Overpass (Route 613)
Issues
Issues
Elements of the Study

- Traffic Data Collection
- Crash and Traffic Analysis
- Travel Forecasting
- Improvement Options Assessment
- Short Term and Long Term Alternatives
- Safety and Operations Analyses of Alternatives
- Cost Estimation for Preferred Alternatives
EXISTING SAFETY AND TRAFFIC CONDITIONS
Characteristics / Features of the Corridor

- Two-way frontage roads
- 3 slip ramps
- 5 signal-controlled intersections
- 1 signalized mid-block pedestrian crossing
- 1 emergency signal for Jefferson Fire Station
- 9 unsignalized intersections with median openings
- 2 unsignalized crosswalks across Route 50
Crashes will be evaluated by location, severity, type, time and circumstances to determine patterns, identify trends, examine contributing factors, and develop appropriate improvements.
Crashes Reported On Route 50 by Intersection

Reported Crashes on Route 50 by Intersections
From January 2013 to June 2019

LEGEND
- Fatal Crash
- A-Injury Crash
- B-Injury Crash
- C-Injury Crash
- Property Damage Only Crash
Trend in Reported Crashes

![Bar chart showing the trend in reported crashes from 2013 to 2018. The chart displays the number of crashes under four categories: Fatal and Severe Crashes, Other Injury Crashes, Property Damage Only Crashes, and Only Crashes. The years 2013 to 2018 are shown on the x-axis, and the number of crashes is on the y-axis. The chart indicates a slight increase in the total number of crashes over the years.]
Average Daily Traffic Flows

Vehicles per day

Design Capacity

YEAR

Travel Times on WB Arlington Blvd / VA Route 50
Travel Times on EB Arlington Blvd / VA Route 50

The diagram shows the travel times in minutes during different hours of the day, comparing 95% Travel Time (blue line) and Average Travel Time (orange line). The travel times peak during peak hours, such as 8 AM to 10 AM and 5 PM to 7 PM, with average times being generally lower throughout the day.
Pedestrian Crossings

- 10 Crosswalks across Route 50
  - 6 at signalized intersections
  - 1 at signalized mid-block
  - 2 at unsignalized intersections
  - 1 at unsignalized mid-block

12 pairs of Bus Stops; 60 Metro buses/day
POTENTIAL IMPROVEMENT OPTIONS
Potential Improvement Options

- Pedestrian enhancements
- Access improvements
- Signal operations changes
- Roadway network changes
- Roadway improvements
- Innovative intersections
Pedestrian Enhancements

- Signal-controlled mid-block crosswalks
- Refuge areas for pedestrians in medians
- Staggered crosswalks across Route 50
- Enhancements on intersection corners
Access Improvements

• Directional median openings
• Changes to access points
• Modifications to driveways on side road approaches at signals
Signal Operations Changes

- Flashing yellow arrows
- Traffic signal phasing & timing changes
- Enhanced pedestrian signals
- Upgraded traffic monitoring
- Signal modifications
- Intelligent Transportation Systems (ITS)
Roadway Network Changes

- Convert frontage roads to one-way
- Prohibit left turn movements at selected intersections and redirect drivers to other intersections
Roadway Improvements

• Channelizing islands on approach legs
• Islands to restrict frontage road movements
• Widened side street approaches to add lanes
• Modifications to radius at intersection corners
• Additional or extended turn lanes
Innovative Intersections

**Median U-Turn (MUT)**

- An MUT is also known as:
  - Michigan left-turn intersection
  - Median U-turn crossover
  - Boulevard turnaround
  - Michigan loop
  - Thru-U-turn intersection

**Quadrant Roadway (QR)**

**Displaced Left Turn (DLT)**

- A DLT is also known as:
  - Continuous flow intersection
  - Crossover displaced left intersection

**Restricted Crossing U-Turn (RCUT)**
5. NEXT STEPS

Allison Richter, PE, VDOT Northern Virginia District
Next Steps

• Public Information Meeting material available for review in Study Webpage www.virginiadot.org/route50fallschurchnstud

• Public provides comments:
  - Complete Online Survey: link available in the study webpage
  - Write or email your comments

• Comment Period Closes - October 31, 2019
• Second Public Information Meeting – Early 2020
• Study Completion - Spring 2020
Thank you!

Your participation and feedback is essential to developing a solution that works for all!

Project Website: www.virginiadot.org/projects